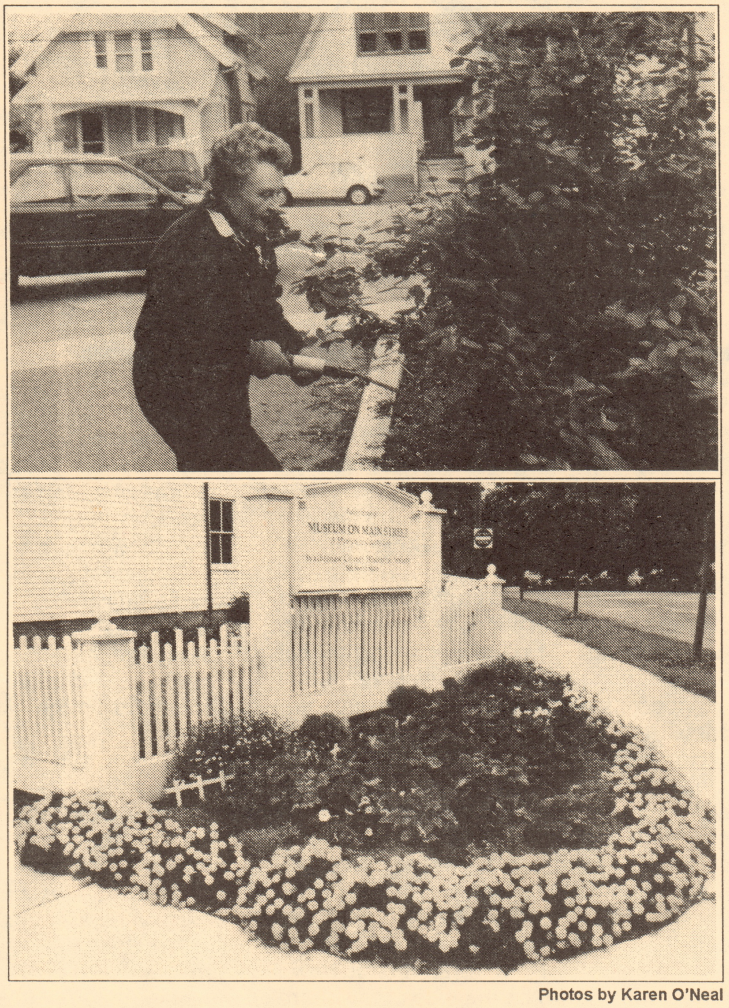
WASHTENAW COUNTY HISTORICAL SOCIETY - Founded December 17, 1857 OCTOBER 1995

WASHTENAW IMPRESSIONS

ELLA GRENIER KEPT 'MoMS' GARDEN BEAUTIFUL ALL SUMMER THROUGH HOT, COLD, WET, DRY WEATHER



Photos by Karen O'Neal

These pictures ought to be in color in order for you to appreciate fully the splendid job that Ella Grenier (shown at work, top picture) has done this summer, keeping the grounds of the Museum on Main Street beautiful.

And what a summer it was! It was either too cold, or too hot, or too wet, or too dry, not to mention too humid! Ella was equal to all the variables. She really kept the garden going and growing and looking lovely in spite of the weather. Hearty congratulations and thanks to Garden Chairman Ella Grenier, for her special dedication.

At the June 3 work day, Ella had help with the garden clean-up from Patty Creal, Susan Wineberg, Kathleen Peabody, Pauline Walters, Kirsten Elling and her friend, Matt.

Together they got the flower beds weeded, cultivated and ready for 100 hostas which were along the fence. Patty Creal and Dr. Jim Wilkins were able to obtain the hostas for us at a discount. Thank you.

Anne Benninghoff located a free power mower, which ran well after a tune-up. It has been put to good use by our next door neighbor at the Museum, who kindly offered to keep our grass mowed as his contribution to WCHS.

Another task was made more difficult because of the weather. We began in June to address areas on the exterior where the paint was starting to peel. Why? The house has no insulation, only nogging, and no vapor barrier--plus the wood is old. (We knew that!)

Paint failure occurred in areas around the old nails, cracks, and in places where the siding is not in great shape. Joe Benkert scraped and primed the bad areas. All this took longer than anticipated because of the inclement weather. Time ran out and Joe was needed at another job.

Brian Goetz and Jeffrey Benson of Building Solutions Unlimited, Inc. came to our rescue, nicely finishing up the job in spite of more weather-related delays. Thanks to all three of them for their good work and for sticking with it through the hottest summer ever.

We thank the Anderson Paint Company for donating the paint (as they have before) and for the time spent helping us figure out the best answers to our many paint problems.

We can always use more volunteers. Please call if you can donate some time to our project, the Museum on Main Street.

Karen O'Neal, 665-2242.

BENTLEY GENEALOGIST TO TALK OCTOBER 15

Karen Jania, resident genealogist at Bentley Historical Library, will talk about *"Strategies in Doing Genealogical Research,"* at the WCHS meeting October 15. It will be at 2 p.m. at Bentley Library.

A native of Ypsilanti who grew up in Dearborn, Ms. Jania has been a technical library assistant at Bentley since 1988. She has conducted genealogical workshops there and handles inquiries. She is a graduate student in the University of Michigan school of library studies.

19TH CENTURY JEWISH HISTORY NOV. TOPIC

Helen Aminoff will speak about *"Early Jewish History of Ann Arbor"* at the WCHS meeting Sunday, November 19. Location to be announced.

Last September, Fay Woronoff presented a talk about primarily 20th century history of the Jewish community in Ann Arbor. Ms. Aminoff's talk will be about Ann Arbor's 19th century Jewish community history which was mostly unrecorded locally before her research.

POSITION AVAILABLE; GRANT WILL FUND IT

The Washtenaw County Historical Society's Museum on Main Street is looking for a person to develop cooperative relationships with public, parochial and private schools, colleges and universities in Washtenaw County.

Applicants should have experience and/or education related to one or more of the following fields: history, American culture, museum practice or historic preservation. Experience working with volunteer organizations would also be helpful. Work will begin in January 1996.

A $5,000 grant has been received for this project from the Ann Arbor Area Community Foundation. It is a temporary position which might lead to a permanent position once the museum is open.

For an application please contact President Susan Wineberg at 668-7470. Deadline for submission is November 15, 1995. (The position is also being advertised elsewhere.)

STREET CARS, INTERURBANS USED TO BE THE WAY TO GO

The era of electric street cars in Ann Arbor started September 30, 1890 and continued until 1929 according to Dr. H. Mark Hildebrandt, founder of the Ann Arbor Train and Trolley Watchers.

Dr. Hildebrandt presented slides of his collection of pictures and souvenirs of the street cars that traversed city streets and the interurbans that paralleled country roads to the September WCHS audience.

A native of Ann Arbor, he was born in St. Joseph Sanatorium a few months after the Ann Arbor local street cars were abandoned.

His life-long interest in trains and trolleys began in fifth grade. In the 1950s he founded the Ann Arbor Train and Trolley Watchers.

He started his slide show with a 1907 map of Ann Arbor that showed local street car lines (dotted) and interurban (solid). He had found the maps in the back room at the former Overbeck's book store on South University.

Here is the text of his lecture:

"The interurban line went up Packard and Main. It originally stopped on Main. Then, when they built further west, it went out Huron Street and Jackson Road.

"The in-town line originally started at the Michigan Central Railroad Station (Gandy Dancer Restaurant today), went up Detroit Street, down Main, up William, then looped around campus--down State Street, up Monroe and East University, jogged over to Hill Street, around the corner behind the painted rock on Washtenaw, back up North University and back down William to Main.

"Later on they built an extension down Lincoln to the car barns across from the fairgrounds (Burns Park) and later a connection to Packard was made.

"A number of things on the map have changed. We live on Cambridge Road which was called Israel Avenue on the 1907 map. That was named for one of the relatives of the Baldwins of Baldwin's Addition, I think.

"There are various other interesting names--I notice Edwin Street down here, a Philip, a Brown and another Lincoln.

"But that's incidental. Let's get on a street car."

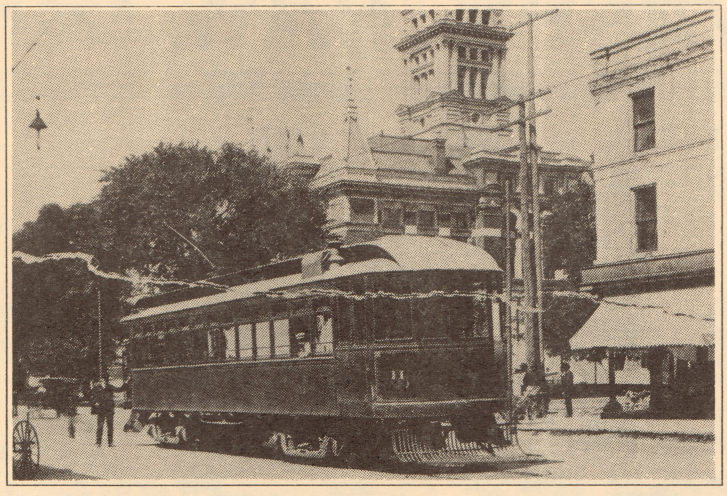
He showed a picture of the first Ann Arbor street car "operating in 1890 soon after electric traction was developed."

"Before electric street cars there were horse cars and then cable cars."

"Not just in San Francisco, but Chicago, New York and various other cities had cable cars. They could have a central power station and run cables out and back and the cars were hooked on the cables.

"Between 1880 and 1890, electric traction with an overhead trolley wire was developed and rapidly supplanted the cable lines and horse cars.

"So Ann Arbor got into the business in 1890 with these little cars. This picture is from a glass plate, damaged with time, found by Sam Sturgis when he was doing his collection.



Street car photos courtesy of Dr. Hildebrandt

Street car of the Detroit, Ypsilanti and Ann Arbor Electric Railway at Main & Huron. Old Courthouse in background, Farmers' & Mechanics' Bank, right.

"These cars, I think, ran on the circuit I showed you. You can see "University' and 'Main Street' on it.

"In 1894 the first car barn, which was on Detroit Street about opposite Treasure Mart, burned down. The fire destroyed all but one of those cars so they were out of service for several years until they got new cars."

He showed a picture of an operator (or motorman) on an open platform with one hand on the brake--a large handle--and one hand on the controller. The conductor was inside to collect the fares.

An open car was shown at Main and Washington. "I don't know how many open cars they had but at least one. On an open car the conductor would run up and down the running board on the side of the car to collect fares because the cars had cross benches. There was no center aisle."

"The open cars were very popular for summertime travel or outings on a hot summer night. Before air conditioning you could get on the trolley and cool off.

"Most urban street car lines had open cars. They were called Narragansett cars, named after Narragansett Bay, in the east."

He contrasted older street scenes of street cars with recent street scenes.

A closed car coming down South Main in 1905 was contrasted with a recent view in which they are "taking the facade off the former Kline's Department Store building, exposing the nice details on the building."

He showed pictures of street cars out at the later fairgrounds on Jackson (now Veteran's Park).

Someone asked if the grill on the front of the street car was a cow catcher.

"No, that was a 'people catcher' or fender because these cars were heavy and had not very effective brakes. If you ever tried to drive your car with a hand brake as a stopper, that would be about the effectiveness of the brake on a street car.

"If you want to stop at a corner you would have to start leaning on that big handle I showed you to get the wheels slowed down enough to stop at the corner.

"So, if you drive your car 25 miles an hour and stop at the corner with a hand brake, that's about how it was. They couldn't stop very fast.

"So people and horses sometimes did get in the way. They evolved the fender on the front of spring steel. First it would trip them, then they would fall into the basket."

He showed a ticket for the Ann Arbor-Ypsilanti service that Professor Waite's wife found when she was cleaning out her things.

A picture, from Stephenson's *Ann Arbor, The First Hundred Years,* showed the local street cars on their last day of operation, January 31,1925. A banner on the side read, "Good bye Folks, the Scrap Heap for Me."

"Buses took over. This was so-called modernizing transportation. The buses had more and more trouble as time went on. The passengers per year plummeted when they started putting buses in.

"Perhaps there were various reasons, either because people didn't like the buses or they couldn't tell where they were because they changed the routes all the time. You knew where you were on a street car--there were tracks running down the street.

"In any case, bus service started out very enthusiastically but they kept cutting lines because the people weren't using them."

He showed the trolley tracks going down the middle of Washtenaw Avenue near Hill Street and the painted boulder. "Now, not only the rock gets painted but also the nearby stone pillars of Zeta Tau Alpha Sorority House."

"While we in the neighborhood kind of object to the graffiti rock, it really doesn't do much good. It's now a tradition and we just have to permit the painting to happen."

A 1919 street car painting by Leon Makielski, local American Impressionist painter, now hangs in Dr. Hildebrandt's home.

The artist and a fellow Apostle's Club member, Harley Bartlet were sitting on the

curb by the present Municipal Market when this trolley just came around the corner from Ann Street down Detroit Street.

"If you look at the bricks in the street on Detroit Street you can see where the street car tracks had been, down the middle of the street.

The old Courthouse tower was in the background of the painting. He pointed out where Argiero's Restaurant is today and the then White Swan Laundry Building where the Ann Arbor Observer is today.

On a concrete walk on Wells Street at Lincoln, across from Burns Park School was one of the last remaining vestiges of the street car line. In the sidewalk were the letters "DURY" (for Detroit United Railway) from when a car barn was on that corner. It has now been repaved.

"If you drive through the neighborhood, you will notice 1930s houses across from the school, not 1915-20 styles like others in the neighborhood, because the car barn was there.

"That car barn burned January 2, 1925, a few days before they discontinued the service at the end of the month.

"The interurbans, of course, were the electric railways that connected one town with another.

"Many interurbans started out in the 1890s. A lot were built from 1895-1910. People lost lots of money in these lines because they cost a lot to build. Once they got operating they covered their operating costs but never repaid their investors."

He showed a state historic marker about the interurbans that stands on Michigan Avenue in Ypsilanti near the Huron Valley Christian School {211 East Michigan}.

"The Michigan interurbans extended all the way from Muskegon and Holland to Grand Rapids, Kalamazoo, Battle Creek, Jackson, up from Jackson to Lansing, St. John's, over to Owosso.

"There were lines from Detroit to Chelsea, Ann Arbor, Saline, Northville, Saginaw and Bay City and another line to Toledo, up to Port Huron. There were also lines to Benton Harbor and St. Joseph to Niles and South Bend."

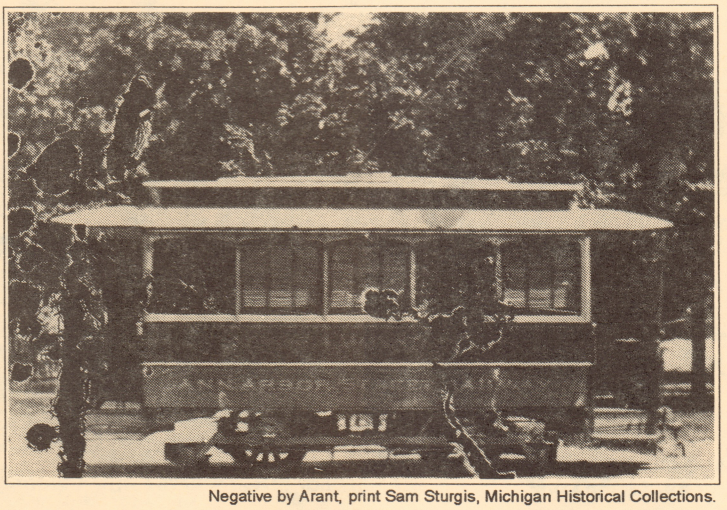
He showed a DUR publicity map. "Detroit United Railway was a combination or unification of the interurban lines out of Detroit including Port Huron, Flint, a line through Ann Arbor to Jackson and they also controlled lines in Ontario including a line to Leamington on Lake Erie."

"The Detroit to Wayne, Ypsilanti, Ann Arbor, Chelsea and Jackson line was called the Detroit, Jackson and Chicago but it didn't really go to Chicago.

"If you had a mind to, you could ride the interurban to Kalamazoo. Beyond Kalamazoo there was a steam line called the Kalamazoo, Lakeshore and Chicago which was to connect at Benton Harbor. There you could get a boat to Chicago.

"The first interurban in Michigan was the Ypsilanti-Ann Arbor run. This was set in operation January 9, 1891.

"Junius Beal, a prominent Ann Arborite and Regent of the University of Michigan, was one of the financiers along with Frank Glazier and Glover. Beal's home was on Fifth Avenue where the Ann Arbor Public Library is now.



Negative by Arant, print Sam Sturgis, Michigan Historical Collections.

First street car in Ann Arbor, 1892 or '93, at State and North University.

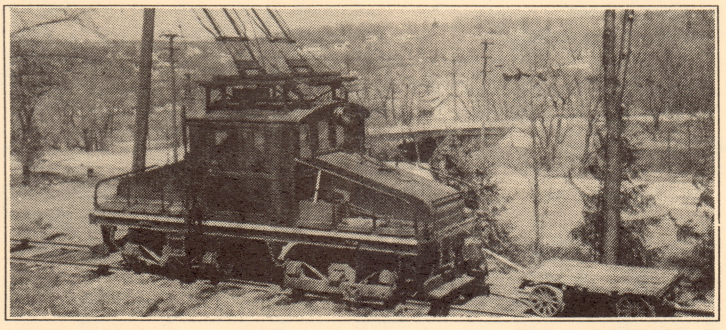


Photo by H.M. Hildebrandt

University's electric locomotive which used to haul coal up from the Michigan Central to the Powerhouse on Huron. Fuller Avenue bridge in background.

"Beal was an ardent bicyclist. He and his friends would go to Europe and bicycle around Europe. In Europe there were quite a few steam dummy lines with a little steam engine covered up to look like a street car so they wouldn't scare the horses. They would go along the roads out of major cities to the suburbs. They were called steam dummy lines or tramways.

"I'm guessing but I think he probably came back from Europe and decided to build one between Ypsilanti and the Ann Arbor Street Railway. The AASRwy was running electric street cars in town but the interurban to Ypsilanti ran with a little steam engine until 1896 when they electrified the line.

"The interurban ran from downtown Ypsilanti at Washington and Michigan, out Cross Street and Packard to the edge of Ann Arbor which was Brooklyn Street at that time. Then passengers transferred to a city street car on Packard.

"We're not sure where this car came from but it may well have been a steam line car put on electric tracks and a trolley put on to connect to electricity. It sure looks like a post-Civil War steam railway coach. Most of the time they ran single cars from Ypsilanti.

"Beal wrote a fascinating recollection of the building of the Ypsilanti-Ann Arbor line in about 1907. It's in one of the *Michigan Pioneer and Historical Collections* volumes."

"The street car lines were in competition with the Michigan Central Railroad passenger service but at that time the railroad was not stopping between Ypsilanti and Ann Arbor. In the early years after the railroad was built (1830s,' 40s, '50s) they did stop at Geddes and other places along the line.

"The interurban was a welcome service because the only alternative was a horse drawn vehicle and the cars were much faster. Also the cars provided all year service. Often in spring break-up wagons would be mired in the mud.

"Most inter-urban service was local They tried to sell through service to Kalamazoo but, if you were headed from Detroit to Kalamazoo you would take the Michigan Central.

"If you were going from Detroit to Saline you would have to take the interurban. They stopped at any cross roads.

"If you wanted to board a car at night you would light a newspaper on fire to signal the motorman who would give one hoot of his horn to say he was going to stop.

"About 1898 they extended the line from Ypsilanti into Detroit and then it was the Detroit, Ypsilanti and Ann Arbor Electric Railway. By this time they had increased the numbers from 10 to 11 on the car.

"The corner of Main and Huron was the end of the line. Local street cars used this track as well."

In an old picture of that corner the old Courthouse and the old Farmer's and Mechanic's Bank before it was modernized could be seen.

In a recent picture a stretch limousine was in the foreground and the new Courthouse in the background.

"Once they built the new Courthouse around the old rather proud Victorian building, they took the old one down for a parking lot. That's what modernization is called--take it down for a parking lot.

"The old Courthouse had wonderful treed grounds around it and on the corner was a granite statue of a Civil War veteran which

you will find now in Forest Hill Cemetery.

"There was a huge tower on the old Courthouse with a clock that rang before they took the tower off. The clock had kind of a tinny bell, not like Burton Tower which has a real gong. It sounded like a bunch of farm bells.

"The interurbans could go 40, 50, perhaps 60 miles an hour. There was an Ohio interurban that bought some new cars about 1929.

"As part of their publicity they had an airplane and an interurban making a race down the line to show the high speed of Red Devil interurban cars, but traveling 60 miles per hour on a single track line with no crossing gates gets a little bit scary."

"The Toledo, Ann Arbor and North Michigan Railroad crosses Ann Arbor from south to north at grade, going down Allen Creek valley. When the interurban wanted to cross it, the Ann Arbor Railroad said no way.

"That was very common between steam railroads and electric interurbans. Steam railroads saw interurbans as competition, siphoning off their traffic. Often interurbans had to tunnel under or build a trestle over steam lines.

"The Ann Arbor Railroad kept putting up barriers so the interurban line went to court and finally got their tracks across. Then they could run service to Jackson. The line to Jackson was built across the railroad tracks at the bottom of the dip on Huron Street."

A receipt for cash fare he showed was punched August 22. He wasn't sure what year. The person paid one dime and five cents and went from milepost 1 to 15 so he went out to about Wayne from Detroit.

"The Detroit United Lines took over the electric lines of the Detroit area including Detroit local lines. One of their advertisements said, 'Avoid traffic congestion and parking problems.' Sounds familiar."

The ad also suggested asking conductors and agents for information on excursion rates.

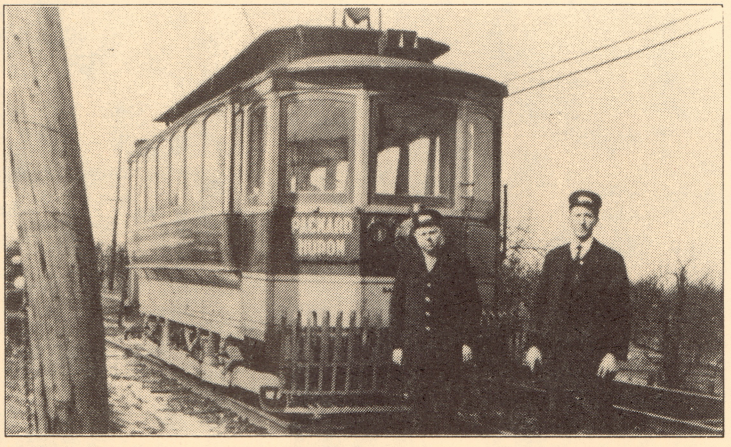
He showed a timetable for the Detroit, Jackson and Chicago Railway. When the DUR took over the Detroit, Ypsilanti, Ann Arbor and Jackson Railway they changed the name to Detroit, Jackson and Chicago Railway (D J & C).

He showed another fare receipt for a trip from Ann Arbor to Ypsilanti for 15 cents.

From a 1927 interurban timetable, he found that the time from Ypsilanti to Ann Arbor was 27 minutes while a 1974 bus that left Ypsilanti at 3:45 with a flag stop at Pittsfield Village took 25 minutes to get to Ann Arbor. It wasn't really any faster.

"The DUR was running cars modeled after steam railway cars, not those little ones that you saw before. Later they got fancier cars with clerestory windows and cathedral glass in the upper sashes.

"These cars were operated through to Kalamazoo on the Michigan United Lines, a 'third rail' line. There was no overhead wire; they picked up their electric current from an energized third rail."



Ann Arbor Street Railway with motorman and conductor.

An old downtown Ypsilanti scene showed a Detroit to Jackson interurban car turning off Michigan Avenue (then called Congress Street) onto Washington Street and the Saline shuttle, which went out Michigan Avenue to Saline.

The Ypsilanti car barn was on Michigan Avenue just east of the Huron River bridge. After the car barn was abandoned it was turned into a Wrigley grocery store. They took it down about 1974.

He showed a picture of some car barn workers in front of an interurban car. You could see the fender on the front of the car.

"They called the Saline shuttle 'Maude.' Maude's Restaurant doesn't know they could have interurban pictures up around their place like the Gandy Dancer has train pictures."

Someone in the audience asked if he had suggested it. "I only thought of it just now," he answered.

He showed a fellow with a switching iron turning a switch. "A switching iron is a piece of iron with one flat end and a ring at the other end. It hangs up in front in the motorman's cab."

"The Saline car came in Michigan Avenue, backed into Washington on a 'Y'. Then the motorman had to turn the switch with the switch iron to go out again on Michigan.

"The interurbans operated along the side of the road. The road was usually dirt or mud so the steel rail was an advantage until they paved the road."

He showed an interurban east of Saline and a winter picture of an interurban snow plow. A photo showed the substation in Saline which was east of Ann Arbor Road. There was a sub-station every five miles. The purpose of the substation was to convert the 3,300 volt alternating current to 600 volt direct current."

"Here is a photo of the interurban station in Ann Arbor which was on the site of the present bus station. The signal in front indicates that the conductor had to pick up train orders showing where and when to pull into a siding to permit a car coming from the other direction to pass.

"If you have cars going every hour, you are going to pass a car every half hour. They had to pull into a siding at regular intervals. That was done by train order or timetable. If they didn't make a siding, there was trouble."

He showed a fare receipt punched from Ann Arbor to Ann Arbor. "The rider must have gotten on out Packard and gone downtown. The interurbans didn't usually pick up local traffic in town--they let the local cars do that."

"The local cars were double ended. At the end of the line the conductor pulled down the trolley pole off the wire, walked it around to the other end and put it up to the wire going the other way. They would remove the headlight too and put it on the other end. It was a low cost operation."

Two operators in uniform were shown on a postcard made by White Postcard Company which was on the second floor across the street from the Courthouse on Huron Street.

"You could tell which was the motorman and which the conductor if you could read the buttons. The operator wore blue serge uniforms just like the men of the regular

BLIND CURVE SPELLS DISASTER

"Right behind the Chelsea Methodist Home there was a curve on the interurban track where they had a disastrous accident in 1917.

"An interurban car was coming east from Fort Custer in Battle Creek, loaded with soldiers and others. A car going west had left the Chelsea station, thinking the track was clear, but this was the second section that they were supposed to wait for. The cars collided at the curve where they couldn't see the oncoming interurban car on the track ahead.

"A number of people were killed including the father of Eck Stanger, who was the longtime photographer for *The Ann Arbor News*. Eck's father was a friend of my father's for many years.

"Eck Stanger's father was the author of a couple of books. One starts out at the interurban station in Detroit in the rain.

"Nobody ever got pictures of the Chelsea wreck. The cars were such a mess that by morning they had shoveled up all the pieces and hauled them away. All we have are extensive newspaper reports."

railroads' passenger trains."

As a comparison he showed a Penn Central conductor in his blue serge uniform with a lot of hash stripes on his arm.

He showed a Penn Central commuter car at the Ann Arbor station that went out from Detroit to Ann Arbor for many years. "It's a diesel car, not electric, but it is analogous to interurbans because it is a single car, self-propelled."

Saline Substation, Main Street, looking east. The interurbans had to have electric transformer stations every five miles.

Someone in the audience said the diesel cars had a variation of hydramatic drive. The power went into the wheels through a transmission.

He showed pictures of the present bus station. "The buses now turn off Huron on Ashley and come in through the back instead of backing in as the interurban cars did." One picture of the interurban station had a roller skating rink just west of it at Huron and Ashley.

An interurban station and substation still exists in Lima Center on old Jackson Road.

"You'll still see holes in the tower where the power lines came out. Inside was a rotary converter to convert 3,300 volt AC to 600 volt DC. The waiting room was in the front of the building.

"I think this is the only substation left. There is a building on Fuller that looks like this but it was a Detroit Edison substation not related to the interurban.

"This is a picture of a little waiting station east of Saline that's not there now. There was also a similar waiting building at Packard and Platt Roads that was used as East Ann Arbor City Hall."

A picture of the interurban right of way south of the Michigan Central tracks west of Chelsea had the Jiffy Mix elevators in the background.

He showed a slide of the interurban right-of-way east of Chelsea which you can see if you take Amtrak to Jackson. He also showed a view of the old Michigan Central Station at Francisco which showed the interurban station in the rear.

"The interurbans did run freight--it wasn't their big source of income for the most part. There were express freight connections all over the Midwest because the Michigan lines connected to interurban lines in Ohio and Indiana.

"They ran some freight cars through town after midnight after the passenger cars stopped running."

On the night of August 5, 1927 in Ann Arbor "everybody was in bed except Mr. Maulbetsch who used to work at Ann Arbor Bank. He had a house on Jackson Avenue. He said he remembered that night because he was up with his baby."

"He heard the express cars going up the hill, then he heard them rumbling back down the hill.

"The motorized lead car wasn't powerful enough to take all four cars up so they left two at the bottom. They went back and got the two and brought them up to the top up at the Fairgrounds (now Veteran's Park).

"As they were coupling them back together, they got away. These four express cars rolled down Jackson and down Huron, faster and faster. They got to the corner of Main by the Farmers' and Mechanics' Bank.

"They were probably going at least 60 miles an hour even though they had gone down under the Ann Arbor Railroad bridge and up toward Main Street they were still going fast enough to jump the track and demolish the bank building."

He showed the reconstructed bank. "They built a very nice building with limestone pilasters but later that somehow didn't meet the needs of the Ann Arbor Bank (First of America) and they put all this marble over it."

He showed a picture of a head-on collision of two interurban cars. "I can't tell you who or how many were hurt but riding transportation at the time was dangerous and, of course, the more primitive the line, the more dangerous it was."

"Some may remember two interurban cars sitting in a grove of trees out on Pontiac Trail near Romanoff's Restaurant. They were Detroit United steel cars. The traction museum people from Mt. Clemens came in with a crane, lifted them out, put them on a trailer and hauled them away. I don't know how much restoration they have done on them.

"There is an interurban grade on the south side of Dexter Road which is now pretty well obliterated by regrading."

"How many of you remember the other electric line in Ann Arbor--the University Power Plant spur? It went from the powerhouse by the two big smoke stacks from Huron and Forest down to the Michigan Central Railroad behind the hospital.

"The line was built by the University to get coal to the powerhouse. They didn't have just one overhead line, they had two, and the locomotive didn't just have a trolley pole but had these two large current collectors (pans).

"There was also a third rail for use at switches and another third rail pick-up on the side of the powerhouse so when they were going along the powerhouse that clam-shell bucket that was digging up the coal and dropping it into the powerhouse wouldn't foul the wires on the way up."

"Someone asked about the abutments on Platt Road for the Toledo, Ann Arbor and Jackson Railway, an interurban line being built from Toledo to Petersburg to Dundee to Ann Arbor during the 1907-12 period.

"That was toward the end of the interurban expansion era. They never got it electrified. They did run steam-drawn trains up to Petersburg from Toledo and for many years that branch was part of the Detroit, Toledo and Ironton (D T & I). It was finally taken up in the 1960s.

"The line never got to Ann Arbor. However, the line was partially graded. If you drive down Platt Road south of the state hospital and Willis road toward Milan you will see abutments for bridges on the east side that were going to be on that interurban line.

"The Ann Arbor Railroad, which ran from Toledo to Ann Arbor and up to Frankfort, didn't like the idea of another line very much and decided to do them one better. They got these self-propelled cars which would stop at any crossing just like the interurbans.

"These streamlined, needle nosed cars were designed for branch line service by Mr. McKean who worked for the Union Pacific Railroad. They had a gasoline engine. Most of them had round windows but those on the Ann Arbor Railroad had regular square windows.

"This is the future," Dr. Hildebrandt said as he showed a picture of a modern trolley car. It almost looked as if it said 'AATA' (Ann Arbor Transportation Authority) across the front.

"Mike Bolton, former manager of AATA who is now down in Atlanta as manager of rapid transit and urban transportation, proposed running electric light rail cars like it from Domino's Farm through North Campus, past the hospital, across campus, down Washington, out the Ann Arbor Railroad tracks to Briarwood and Saline.

"It's a great idea and the car [shown] could have been one of the cars on it. This actually was in Baltimore and that's 'MTA' on the front.

"Baltimore has built a new trolley from the north side of Baltimore through town, past the stadium, down toward international airport and toward Annapolis along the old Baltimore and Annapolis interurban line.

"These are running very successfully and there are several other towns in the country such as San Diego, Portland and Buffalo that have built new trolley lines."

HISTORY HAPPENINGS AROUND THE COUNTY

Chelsea Historical Society: 7:30 p.m. second Monday. Meet at depot for a walking tour of the nearby 1868 house now restored as the Whistle Stop Bed and Breakfast.

It was built by John Davidson who built the first U-M Medical School building and the old county courthouse. It was the Paul and Carrie Maroney home 1890-1941. For reservations call Cathy Clark, 475-7047 or Marge Hepburn, 475-8971.

Manchester Society: 7:30 p.m. third Tuesday at Blacksmith Shop, 324 East Main. Show and tell program for October.

Milan Society: 7:30 p.m. third Wednesday at Hack House. Program series on local businesses and local talent.

Salem Society: 7:30 p.m. fourth Thursday, Salem Township Hall. October program on Stone School that the society is restoring.

Saline Society: 11 a.m. Saturday, October 14, at Depot Museum. Universal Die casting Day with exhibit and snacks. The restored depot was dedicated as a National Register site last July 4.

That was the 125th anniversary of the railroad coming to Saline. Pauline Walters, WCHS past-president, presented the Saline Society an anniversary certificate that day. One of the commemorative bricks in the entry floor also bears the name *"Washtenaw County Historical Society."*

Ypsilanti Society: Peter Fletcher was elected president and the Rev. Jasper Pennington, vice-president at the annual meeting in September.

The museum's children's room has been enlarged, the tool room refurnished and both rooms redecorated, Doris Milliman, historian, reports. The museum, 220 North Huron, is open 2-4 p.m. Thursdays, Saturdays and Sundays.

JUNE TOUR AFTERGLOW

President Susan Wineberg passed on a couple of comments by those who went on the June WCHS bus tour of rural Sharon Township:

1. "You don't have to go to England or Ireland for beautiful scenery. We have it right here in our own back yard."

2. "I have several times driven through rural areas of the county and enjoyed the scenic beauty. This tour had a lot of scenic beauty, but more importantly it gave you a deeper understanding of what you are looking at.

"The virtue was that it covered everything: agriculture, family history, architecture, geography and geology, as well as the aesthetic features. Glacial factors, Indians, even Henry Ford and the nature of village life--history really came alive." Lars Bjorn

PLEASE KEEP COLLECTING KNAPP'S POINTS FOR WCHS

Thanks to the folks who keep sending yellow slips from Bill Knapp's Restaurants we have 1,246 more points since last month for a total of 5,488 toward more acid free boxes and paper to safely store textiles.

Anyone who eats at Knapp's may request a yellow points slip from the cashier each time, with one point given for each dollar spent. Please keep collecting and give or send to: Alice Ziegler, 537 Riverview Dr., Ann Arbor, MI 48104.

HOW TO JOIN

Send name, address and phone number with check or money order payable to WCHS Membership, c/o Patty Creal, Treasurer, P.O. Box 3336, Ann Arbor, MI 48106-3336.

Annual dues are individual, $15; couple/family, $25; student or senior, (60+), $10; senior couple (one 60+), $19; business/association, $50; patron, $100. Information: 662-9092.

DOBBS, SQUIRES ELECTED TO ENDOWMENT COMMITTEE

A museum endowment fund committee has been organized by WCHS to provide funds solely for preservation of the museum building. Eunice Dobbs and Joyce Squires were elected at the annual meeting to serve on it from the membership., Eunice for a two year term, Joyce, a one year term.

As provided in the new By-Laws, the committee is composed of the president (Susan Wineberg), Treasurer (Patty Creal), Immediate Past President (Pat Austin), two appointed from the Board of Directors and two from the membership So far, Jay Snyder has been appointed from the Board.

Apologies to Eunice and Joyce whom the editor neglected to list with the other electees last month.

ARTIFACTS TO DONATE?

Anyone wishing to donate an artifact to WCHS should contact Judy Chrisman, collections chair, at 769-7859 or by mail, 1809 Dexter Ave., Ann Arbor, MI 48103.

APPOINTEES NAMED

President Susan Wineberg appointed Karen Simpson and Pam Newhouse to two-year terms as directors-at- large. She also appointed Patricia Austin, parliamentarian.

OOPS !

To set the record straight, a carved rosewood chair and a mahogany or walnut chair, upholstered as a pair, in the library at Kempf House, which were mentioned by Gary Kuehnle at the annual meeting as part of the WCHS collection, were actually given directly to the City of Ann Arbor we have been informed.

While WCHS loaned a number of things on display at Kempf House, those were not ours.

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WASHTENAW COUNTY HISTORICAL SOCIETY

'GENEALOGY'

2:00 P.M. · SUNDAY
OCTOBER 15, 1995

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